#### AMONG THE AUTOMOBILISTS

NEWARK MEN WILL BOOM GOOD ROADS CONVENTION.

Officials of Associated Automobile Clubs of New Jersey to Assist in Forming Local Organizations to Help Move for Improved Highways—Motor Gossip

Newark's motoring organization-the New Jersey Automobile and Motor Club-will play an important part in the State good roads and legislative convention which is scheduled to be held in September at At-lantic City. The work of planning the arrangements for the gathering is to be ooked after by the Associated Automobile Clubs of New Jersey, the State organiza-tion of local clubs. W. C. Crosby, acting president of the State body, and H. A. Bonnell, secretary and treasurer, are both mem-

bers of the board of trustees of the club.

Gov. Fort, who is an enthusiastic advocate of good roads, is reported to be in favor of the convention, and the motorists will make every effort to induce him to be present on one of the days of the gathering. All the highway officials in the State will be invited to attend, and the motorists will try to secure the attendance of representative farmers from all the different sections of the State. The officials of the Associated Clubs are plan-ning to aid in the formation of automobile clubs in cities where there are no active motoring organizations and have the new clubs send delegates to the convention. While improved highways and their construction and maintenance will be the principal sub-jects to be discussed, the question of motor vehicle legislation in New Jersey will be thoroughly considered.

The American Automobile Association has sent notices to its members who reside in the metropolitan district calling their attention to the regulation adopted by the Park Board of the city of New York which became effective on August 1, the penalty for violation being a fine of \$10. The regulation is as

Whereas the emission of smoke and gas in large volume from the exhaust of motor vehicles has become a nuisance in the parks venicies has become a nuisance in the parks and parkways of this city, the Park Board does hereby establish the following rule and regulation for the comfort, pleasure and safety of the people in the parks and parkways of this city, which shall be known as section 33 of the Central Park Ordinances, Rules and Regulations, Chapter 16 of the Code of Ordinances, apces of the City of New York, to take effect

No person shall be permitted to run a motor vehicle in the parks and parkways of this city under the jurisdiction of the Department of Parks, which emits from the exhaust of mufier thereof offensive quantities of smoke or gas or disagree-she adars.

Out in Grand Rapids the motorists have not only adopted the annual orphans' day outing plan which was first proposed by W. J. Morgan of this city but have added another occasion of their own planning. This was an "old folks' day," and the members of the Grand Rapids Automobile Club were so pleased with the success of the affair on July 21 that they have decided to make it an annual event. Forty members of the club reported with their cars on that day and more than 200 men and women of advanced years were taken out riding. Most of the passengers were taken from different institutions of the city, but in addition to them a number of other old persons who reside with friends or relatives were included in the list of guests of the club members.

Paul E. Heller, president of the New Jersey Automobile and Motor Club, has appointed the following additional members on the house committee of the big Newark organization: Dr. James R. English, H. D. Bowman, G. O. Grobe, Cortlandt Riker and H. M. Yates. The members of the house committee are rushing the work of fixing up the new home of the club, at Park Place and East Park street, and hope to have the formal house warming some time this month.

A number of the automobilists of Batavia, N. Y., have organized an automobile club and they expect most of the fifty automobile owners of the city and vicinity to become members. The officers elected for the ensuing year are as follows: President, A. G. Hough; vice-president, Raymond M. Walker; secretary and treasurer, E. D. Hickox; executive committee, W. W. Kinne, J. W. Leseur and Charles Shau.

CHESS.

Negotiations Concluded for Championship Match Between Lasker and Tarrasch. sion on the part of Dr. E. Lasker. the chees champion, finally brought the ne-gotiation for the championship match with Dr. S. Tarrasch of Nuremberg to a satisconclusion, according to reports

from the Continent. The champion, having consented to a reduction of his fee to 7,500 marks, win or lose, instead of 15,000 marks, the match will begin at Düsseldorf. Germany, on August 17, immediately after the conclusion of the meeting of the German Chess Association. The series of champion-ship games will be continued in Berlin and finished in Munich, which latter city has subscribed the sum of 5,000 marks toward the match funds. It is expected the contest will last from eight to ten weeks.

After twelve games in the match at the Brooklyn Chess Club between Magnus Smith and Charles Curt, Smith is leading with a re of 4 to 3 and 5 drawn. The eleventh and twelfth games both were drawn

Oxford and Ca mbridge seem to be disposed to object to the regulations which governed the last cable chess match with the American colleges and which ended in favor of the latter and the return of the Rice trophy to this country. The chief contention is over the clause covering the representation of the colleges of the two countries, the Englishmen insisting upon those grouped within the jurisdiction of Oxford and Cambridge on their side and to Columbia, Harvard, Yale and Princeton in America. President N. J. Roughton of the Oxford University Chess Club, writing on behalf of Oxford and Cambridge, proposes the following change in the reading of the second clause:

"And shall be played between six players selected from the English universities of Oxford and Cambridge and six players from the American colleges, Columbia, Harvard, Yele and Princeton.

The return of Prof. Isaac L. Rice from Europe is awaited before final action is taken in the matter. colleges and which ended in favor of the latter

GOOD PISTOL SHOOTING.

Atlantic Competition Just Closed Provided Some Fine Scores.

The result of the Atlantic pistol competition at Fort Niagara for 1908 has just been handed out by the War Office and the scores show some and work by the officers, the enlisted men and distinguished pistol shots. There were three grades of firing and the ranges were different. In the "slow fire" department the ranges were 50 and 75 yards, the "timed fire" 25 and 50 yards and the "rapid fire" 15 and 25 yards. The contest for enlisted men was won by Valentine Haugur, a eaddler belonging to Company M. Twelfth Cavalry, and he took the gold medal with a total of 988. Major Frank Greene of the Signal Corps was nigh score man among the officers, winning the gold medal with a total

officers, winning the gold medal with a total of 1,000. Among the distinguished pistol shots Capt. Jay P. Hopkins of the Coast Artillery Corps was high gun with 1,045, while close in second place was Sergt. Warren E. Dewey of Company D, Eleventh Cavalry, with 1,041. The leaders were:

Enlisted Men-Saddier Valentine Haugen. Company M, Twelfth Cavalry, 988, gold medal; Sergt. Romney T. Jewell, Company A, Eleventh Cavalry, 974, sliver; Sergt. Maj. Juan Maysonet, P. R. R. Infantry, 970, bronze; Sergt. Evaristo Correa, Company A, P. R. R. Infantry, 986; Sergt. W. C. Ocker, Company G, Thirteenth Cavalry, 986.

Company 3050.

Cavalry, 986.

Omeers—Major Frank Greene, Signal Corps, 1000, gold medal; First Lieut Jaeme Nadal, P. R. R. Infantry, 981, silver medal; First Lieut Basil N. Rittenhouse, Eleventh Cavairy, 970, bronze medal. Distinguished Pistol Shots—Capt Jay P. Hopkins, Coast Artillery Corps, 1,048; Sergt. Warner E. Dewey, Company D. Eleventh Cavairy, 1,041; Cook C. W. Brown, Company D, Twefth Cavairy, 1,000; Ordnance Sergeant Alfred T. Hart, P. N. C. S., 1,004; Sergt. John J. Daerda, Company F. Fifteeata Cavairy, 1,093; Sergt. W. Jackson, Company L. Seventeenth Infantry, 1,000.



The above name or trade mark together or singly stamped on collar or shirt denotes highest grade of material, best workmanship.

FINE CUP FOR 22 FOOTERS. rederic Thompson Trophy Now on Exhibi-

tion at Atlantic Y. C. House. Some time ago Frederic Thompson, owner the Atlantic and other vacht clubs, announced hat he would give two trophies to encourage yacht racing. One is for sloops and schoon ers to be sailed for off Sandy Hook, and the other is a challenge cup for the 22 footers or class Q yachts. The conditions to govern the racing for the big yachts have not yet been framed, and there will not be racing for it until next season, but the class Q trophy is to be raced for off the Atlantic Yacht Club house in September during the race week of the club, which begins on September 2.

The cup is now on exhibition at the Atlantic Yacht Club house at Sea Gate and has atracted attention on account of its size and beauty. It is a trophy worth \$2,500, and it is to go to the owner who first scores three victories. It is offered for the 22 footers, and each season there will be a series of three races, and the winner will be the boat that scores the most points according to the club's system of scoring.

There are several good 22 footers owned by members of the Atlantic Yacht Club and several more owned by yachtsmen who race on the Sound and in Eastern waters, and it is expected that this cup will prove such a will come from all parts to race for it. It is

will come from all parts to race for it. It is expected that the Eleanor, champion of Massachusetts; Achilles, the new boat racing in Eastern waters; the Dorothy Q, Little Rhody, Chaperone, the new Mower boat racing on the Sound; the Princess, formerly the Dorothy and now owned by F. G. Stewart; the Capsicum, winner of the big cup at Jamestown; the Joy, Spider, Soya, Vingt Trois and others will be at the starting line when the first of the series of races begins.

Yachtsmen have been very anxious to learn the conditions to govern this handsome trophy, which is the most valuable ever offered for yachts of only 22 feet rating. They have just been drawn up by the regatta committee of the Atlantic Yacht Club and are as follows:

1. This cup shall be known as the Thompson oup for New York Bay.

2. It shall become the property of the yacht owner in the 22 foot class (Class Q) under the requirements of rating measurement of the Atlantic Yacht Club who shall first win the greatest number of points in each of three series of races in accordance with the racing rules and system of awarding points of the Atlantic Yacht Club.

3. Each series shall consist of three races (exclusive of any race necessary to decide a tie) and shall be sailed over courses laid out in lower New York Bay of not less than nine and one-half nor more than fifteen miles in length and on three successive days (Sundays omitted) when possible, with the starting line in Gravesend Bay off the club station at Sea Gate. A race postponed for lack of wind or other sufficient reason shall be resalled and considered as the same race.

4. All races shall be under the direction of the regatta committee of the Atlantic Yacht Club and but one series shall be sailed in any one year, which must be during the yachting season of said club.

5. No yacht may compete until satisfactory certificate of measurement from the measurer of the Atlantic Yacht Club, or certificate verified by him, shall have been filed with the regatta committee.

6. The start of each race shall

So 'clock P. M.

7. A yacht to be eligible to compete must be the bona fide and individual property of a person who is a member in good standing of some recognized yacht club or of the members of one immediate family all of whom are members of a yacht club as above.

8. Entries of yachts must be in the hands of the regatta committee not later than the third day before the start of the first race of any series.

of the regata committee not later than the third day before the start of the first race of any series.

9. No yacht entered and intending to compete shall be hauled out or laid on shore within twenty-four hours preceding the first race or during the continuance of the series, excepting in case of accident or for necessary repairs, in which case no cleaning or polishing or work other than what is necessary to make repairs shall be done. Any yacht so entered which shall have been hauled out or laid on shore must be launched before 11 o'clock A. M. of the day preceding the first race. In case of such accidents as ways breaking down, &c., committee shall have power to waive preceding clause.

10. The said Atlantic Yacht Club shall deliver this cup to the yacht owner first winning three series as above (each series to be won by the same yacht, but not necessarily the three series) on presentation of satisfactory evidence of the winning of such series, and with the cup the said yacht owner shall be given a copy of this deed, and such delivery shall vest in him a clear and complete title to said cup, for which he shall give a satisfactory receipt.

11. Pending the final disposition of this cup

vest in him a clear and complete title to said cup, for which he shall give a satisfactory receipt. ••••

11. Pending the final disposition of this cup by the Atlantic Yacht Club in the manner herein provided, the name of each yacht winning a series, together with the name of her owner and the year, shall be engraved on the cup, and the owner winning such series shall be awarded a suitable prize by the Atlantic Yacht Club.

12. Should the 22 foot class cease to exist or to exist in numbers insufficient to warrant their sailing for this cup or should the 27 foot class (Class P) or the 18 foot class (Class R) grow to be more important as a racing class the Atlantic Yacht Club, by and with the consent of a majority of the owners of yachts who raced for the purpose of dealing with such a contingency, may designate either of the classes hereinbefore referred to as the class to compete for that year in such manner as shall appear to them best adapted to carry out the wishes of the donor of the cup and at the same time conserve whatever interests any yacht owner may have secured in the cup under the terms of this deed.

13. This instrument is to be construed liberally. But the regatta committee shall have full power to deal with any attempts to evade the full spirit of both this said instrument and of the racing rules, including rules of measurement, in the best interests of yachting and yacht racing on New York Bay.

14. The said Atlantic Yacht Club shall be liable for its own wilful default only.

There will be golfing each week end at the Sound Beach Golf and Country Club until the close of the season. Saturday there was an eighteen hole qualifying round for a cup presented by Edwin J. Lucas and a souvenir cup given by the club. Eight qualified, the final to be on August 15, when there will also be a women's putting match. The president's cup, gift of M. B. Foster, will be qualified for by the best eight on August 22, the final to be on September 5, and on September 7 there will be a qualifying round for the J. Kennedy Tod cup. Sixteen will gain eligibility, and the final, which will close the summer season, is fixed for September 13. This cup will remain in the custody of the club until won out three times by one player, but each winner receives a souvenir cup. It was presented by Mr. Tod when the club had its course on his Innis Arden property and has been in play for ten years or so There will be golfing each week end at the

The season at Lake Hopatcong, N. J., is to be a very lively one this year, due to a great extent to the efforts of the Lake Hopat-cong Yacht Club, which has a membership of 150. The events scheduled are:

August 1—Day carnival and decoration of motor boats, launches, rowboats, canoes and floats. Six mile cat boat race.

August 8—Reçatta, consisting of rowing, swimming and paddling, &c.

August 15—8:30 P. M.—Illumination of boats and cottages.

August 22—Three motor boat races, open to boats of under 18 feet, 18 to 28 feet and over 25 feet respectively.

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are to be had at our Remnant Sale. Suit to measure, \$18. Coat and Trousers, \$16. Separate Trousers. \$5. Formerly sold from \$25 to \$50.

The Priestley Cravenetted Mohairs are very cool and dressy. Coat and Trousers to measure, \$17. Samples forwarded to any address.

# ARNHEIM

Broadway @ Ninth St.

BROOKLYN Y. C. CRUISE. Fleet to Combine With New Rochelle Club

Next Week. The Brooklyn and New Rochelle Yacht Club fleets are to make a combined cruise appointed by each club have arranged a very interesting programme. Several prizes have been offered for which the yachts will race and one of these is a \$100 cup offered jointly by Commodores Towen and Maier for the best time and points. The committee is J. A. Mahlstedt of the New Rochelle Yacht Club Club. In the circular issued to the yachts-men this committee says:

men this committee says:
Yachts will be divided into classes according to the number of entries received. Frizes will also be given in case two or more power boats start. The following will be the courses in general:
August 4—Yachts will rendezvous at Echo Bay, New Rochelle. In the evening reception at the New Rochelle Yacht Club.
Start. August 5, 10 A. M.—From New Rochelle between committee boat and black and red spar bouy known as Hicks ledge.
Finish between committee boat and Lloyd's light, Huntington Bay. Distance, eighteen nautical miles. Ight, Huntington Bay. Distance, eighteen nautical miles.

August 6, 10 A. M.—Start between committee boat and Lloyd's light. Finish between committee boat and Lloyd's light. Finish between committee boat and red spar buoy No. 2 off Black Rock light. Distance, eighteen nautical miles.

August 7, 10 A. M.—Start between committee boat and red spar buoy off Black Rock light, passing to the southward of Stratford Shoal light, leaving the red spar buoy No. 2 to port. Finish between committee boat and Southwest Ledge light off Morris Cove. Distance, twenty-one nautical miles.

August 8, 8 A. M.—Start between committee boat and Southwest Ledge light, leaving Branford Reef beacon and Bartleit Reef lightship to port. Finish between committee boat and Sarah's ledge bell buoy. Gr. New London. Distance, thirty-nine nautical miles.

August 9, Sunday—Rest at New London.

August 9, Sunday—Rest at New London.

August 10, 10 A. M.—Start between committee boat and Sarah's ledge bell buoy. Course will be announced before the start. Finish between committee boat and bell buoy off breakwater at West Harbor, Block Island. Distance, twenty-eight nautical miles.

August 11, 10 A. M.—Start between committee boat and the bell buoy off breakwater. West Harbor, Course will be announced before the start. Finish between committee boat and red spar buoy No. 2 off Long Beach light, then proceed to Deerings Harbor, Shelter Island.

August 12—Races given by the Shelter Island Yacht Club and start home.

Games at Pastime Oval.

Local athletic followers were entertained esterday at the games of the Pastime Athletic Club at Pastime Oval. The feature o race, which produced excitement for the Robert Bruist, with a handicap of crowd. Robert Bruist, with a handicap of 25 yards, won the race.

Harry Smith and Harry Jensen, the two scratch men in the two mile run, fought it out between them, with Smith gaining the decision at the and. The largest individual point winner was Sam Wolff, who won the 100 yard handicap, and was third in the longer sprint. The summaries:

600 Yard Run, Handicap—Won by R. Bruist, 25 yards, J. L. Harris, 25 yards, second; F. A. Brennah, 25 yards, third. Time, 1 minute 15 2-5 seconds.

onds.
Two Mile Run, Handicap—Won by H. Smith, scratch; H. Jensen, scratch, second; J. Edwards, 35 yards, third. Time, 10 minutes 15 1-5 seconds.

229 Yard Dash, Handicap—Won by W. Lucker, 22 yards; H. G. Weiss, 15 yards, second; S. Wolff, 15 yards, third. Time, 23 1-5 seconds.

100 Yard Dash, Handicap—Won by S. Wolff, 21



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M. D. Curtin, 17 feet, with a throw of 117 feet; E.
Harris, 12 feet, second, with a throw of 107 feet 5
inches; W. Doran, third, 12 feet, with 105 feet 514
inches.

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that they have plenty of money to carry on the business. That sounded all right, so far as it went; so we put some money into real investigation. We employed some of the best automobile engineers in this country to look into the design, material, proportions, etc., of this car. Their report was unanimously satisfactory—much more favorable than we had any idea of. So we put more money into further investigation, and sent a famous and competent judge of cars in actual use to make practical tests of the Chalmers-Detroit. He made the most exhaustive and exacting tests of the car on all sorts of roads and under the most trying conditions, and on his final report we gave the Chalmers-Detroit Company one of the largest orders ever placed for automobiles.

Now! If we as experts and dealers felt confidence enough in this car to put nearly a million dollars into the cars we have bought, can't you' put a half hour of your time (or more if you choose) in looking into it, and if it stands your investigation, as it has ours, put \$1,500 of your money into the best car America has ever produced under \$2,500?

That is, if it is the sort of car you want. The Chalmers-Detroit is a four-cylinder, shaft-drive, five-passenger car, built not around a socalled "idea," but upon the principles generally accepted by high-grade European and American makers, such as Mercedes, Renault, Fiat, Napier, etc.

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Handsome—the picture is a poor one—and extremely luxurious. Power enough-24 to 30 horsepower-for any requirement, and a speed up to 45 miles an hour.

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